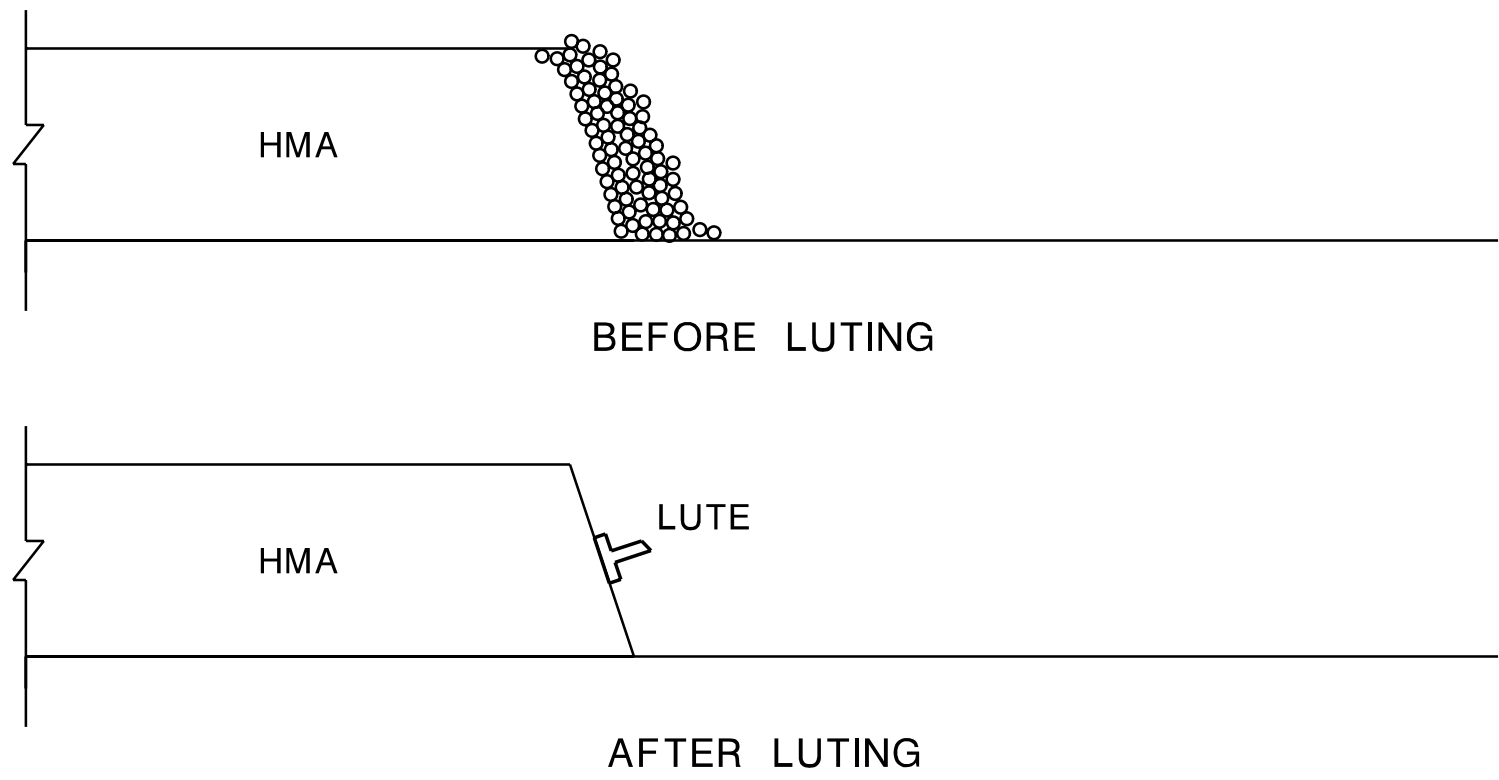




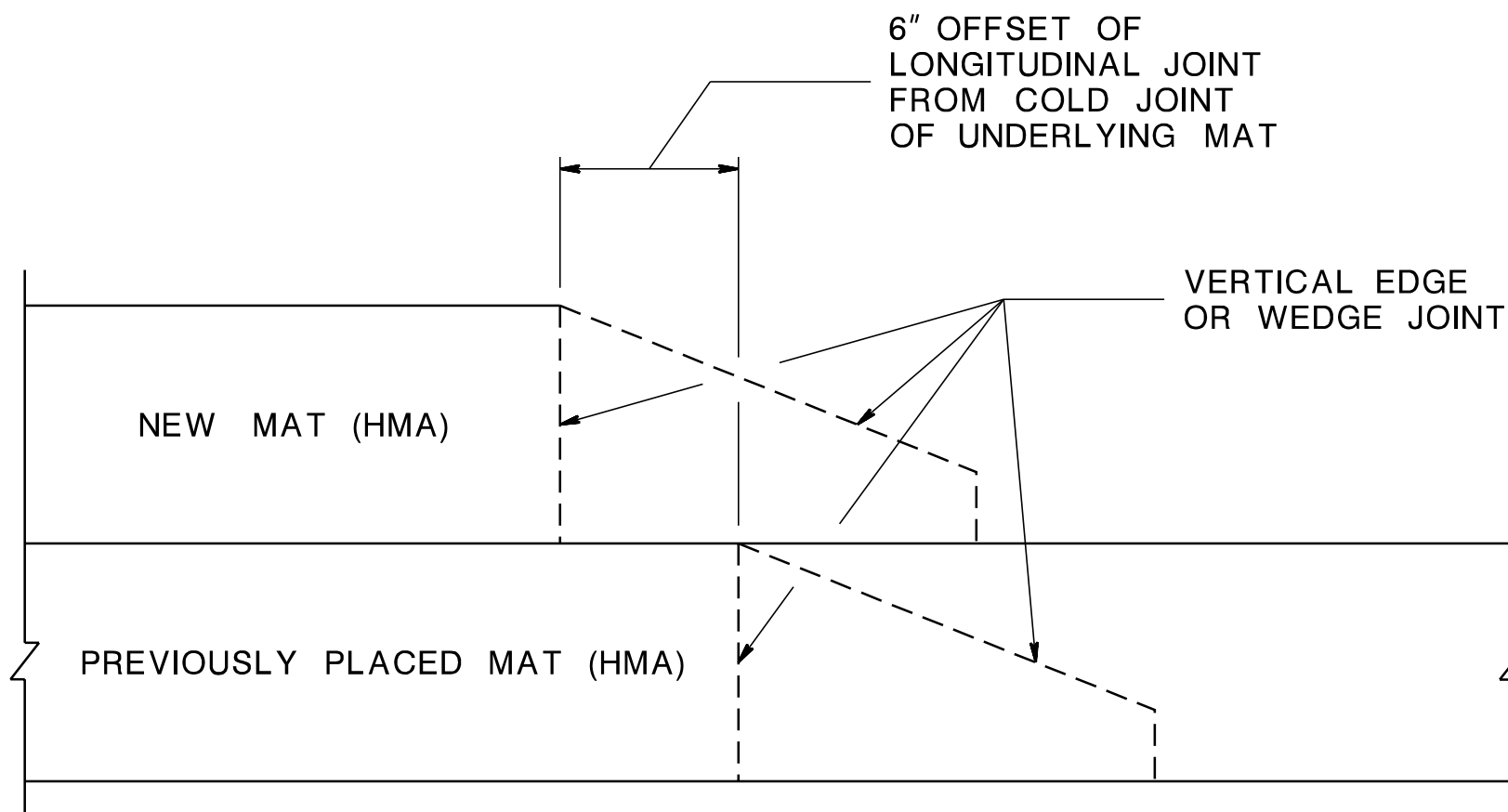
**WEDGE JOINT**  
(NOTE 1)

CD-404-1.1



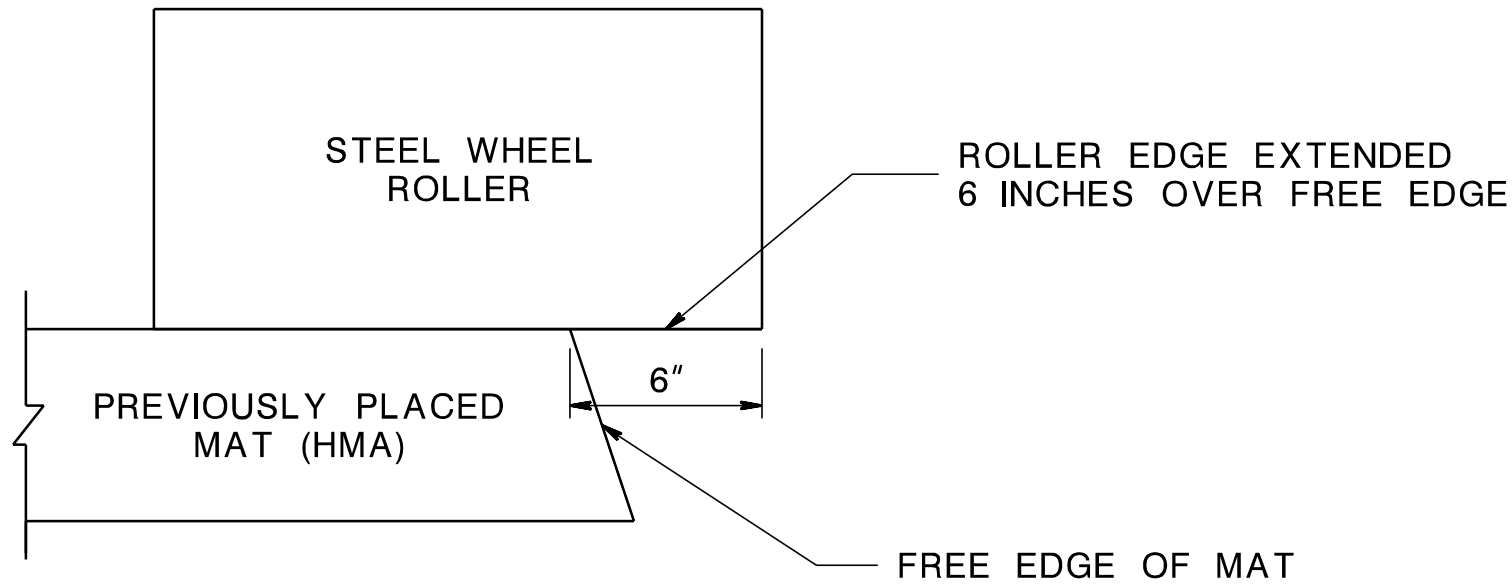
**COMPACTION OF UNCONFINED VERTICAL EDGE**  
(NOTE 3)

CD-404-1.4



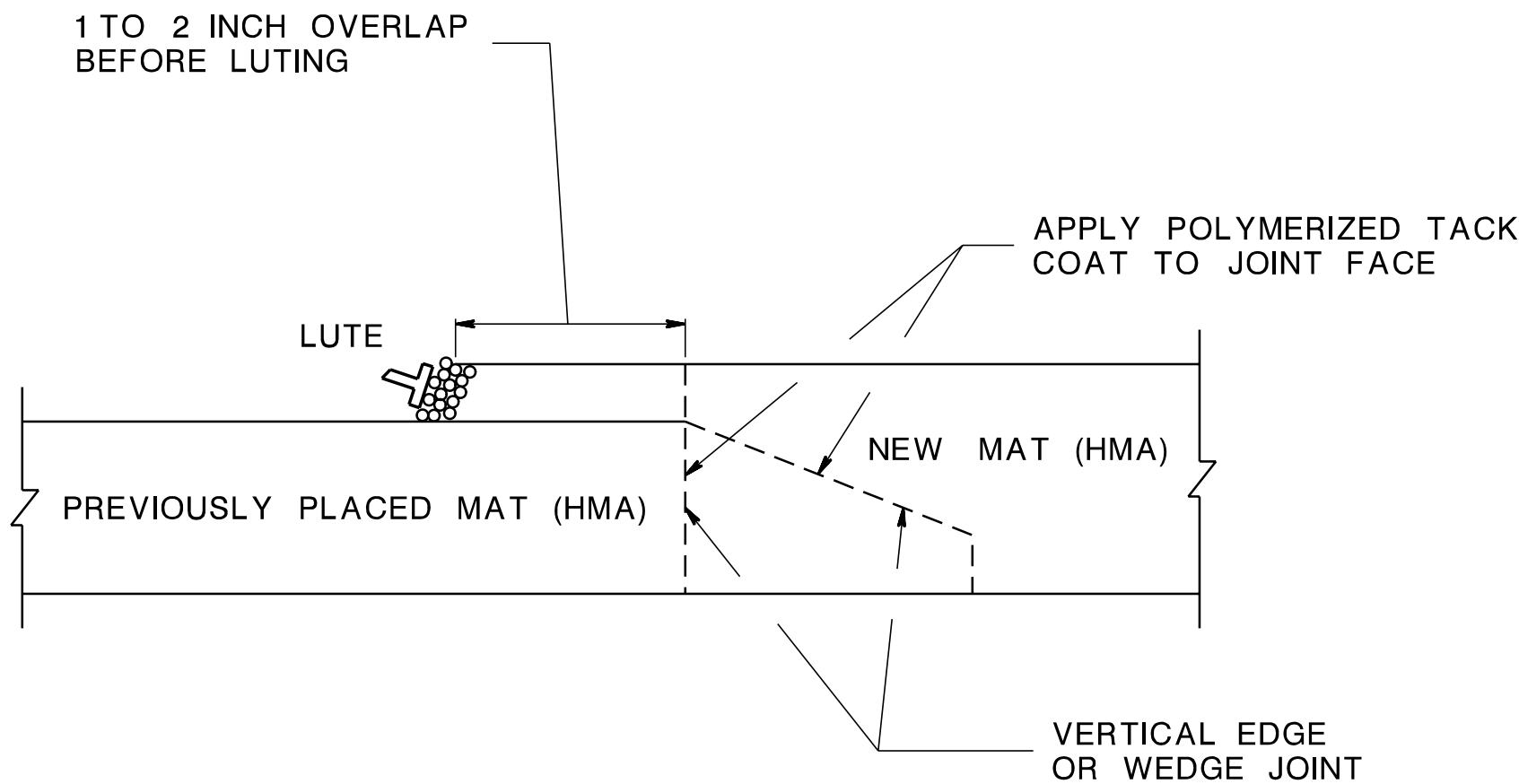
**OFFSET OF JOINTS**  
(NOTE 2)

CD-404-1.2

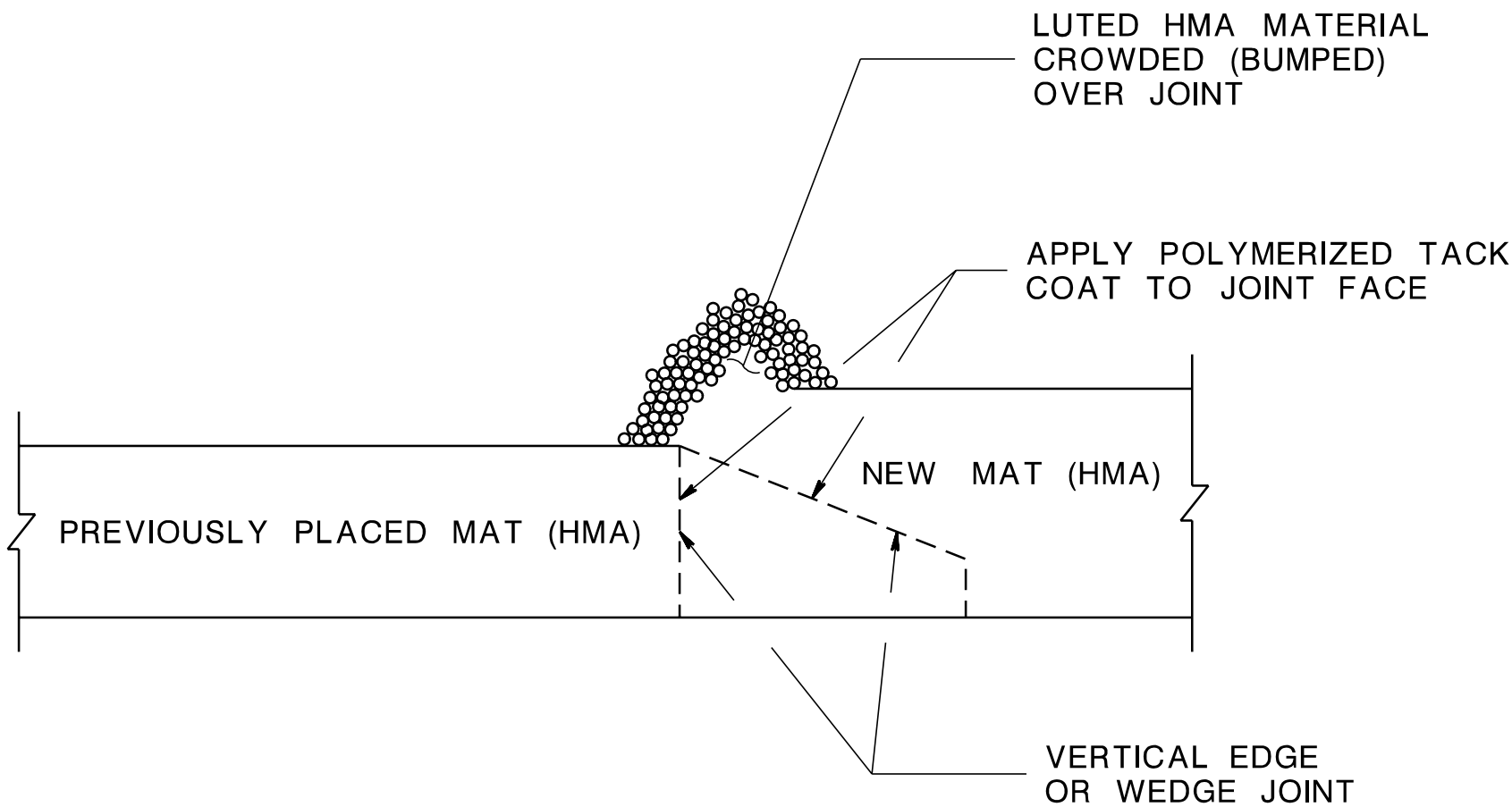


**ROLLER PLACEMENT FOR COMPACTING ALONG THE UNCONFINED VERTICAL EDGE**  
(NOTE 6)

CD-404-1.5



**OVERLAPPED HMA BEFORE LUTING**  
(NOTES 4 & 5)



**HMA AFTER LUTING**  
(NOTE 4)

**HMA PAVEMENT**

CD-404-1.3

**NOTES:**

1. WHEN HMA LIFT THICKNESS IS GREATER THEN 2¼ INCHES AND WHEN TRAFFIC IS TO BE MAINTAINED, A WEDGE JOINT SHALL BE CONSTRUCTED.
2. THE JOINT IN THE HMA SURFACE COURSE SHALL BE OFFSET FROM THE LANE LINES BY 6 INCHES EXCEPT FOR THE CENTERLINE OF A ROADWAY IN WHICH THE JOINT SHALL FALL BETWEEN THE DOUBLE YELLOW TRAFFIC STRIPE.
3. TO ENSURE A TRUE VERTICAL AND DENSE UNCONFINED EDGE, THE LUTE OPERATOR SHALL MANUALLY BUMP THE EDGE.
4. THE OVERLAPPED HMA MATERIAL AT THE JOINT SHALL BE TIGHTLY CROWDED (BUMPED) OVER THE JOINT ONTO THE NEWLY PLACED LANE LEAVING A SMALL MOUND OF MIX HUMPED UP FOR THE ROLLERS TO COMPACT.
5. IN THE CASE OF A WEDGE JOINT, CARE SHALL BE TAKEN TO KEEP COARSE AGGREGATE PARTICLES AWAY FROM THE POINT WHERE THE WEDGE MEETS THE SURFACE OF THE PREVIOUSLY PLACED LANE.
6. TO PREVENT LATERAL DISPLACEMENT OF THE UNCONFINED EDGE, THE EDGE OF THE ROLLER WHEEL SHALL EXTEND OVER THE FREE EDGE OF THE HMA MAT BY AT LEAST 6 INCHES.

**LONGITUDINAL JOINTS IN HMA**  
**N.T.S.**

HMA = HOT MIX ASPHALT

CD-404-1

NEW JERSEY DEPARTMENT OF TRANSPORTATION

**CONSTRUCTION DETAILS**